

1737-Z

PUBLIC HEARING Case 1737-Z/14345 Dallas Parkway. Public hearing, discussion, and take action on a recommendation regarding an ordinance changing the zoning of approximately 18.2 acres of land located at 14345 Dallas Parkway, from I-1, Industrial-1, to a Planned Development District allowing for office and other commercial uses and establishing development standards including a minimum building height.

LOCATION MAP





June 17, 2016

STAFF REPORT

RE: Case 1737-Z/14345 Dallas Parkway

LOCATION: 14345 Dallas Parkway

REQUEST: Approval of an ordinance rezoning the property from I-1, Industrial-1, to a PD, Planned Development, for office and other commercial uses.

APPLICANT: Town of Addison, represented by Mr. Charles Goff

DISCUSSION:

Background: Though vacant now, this site was previously the Ewing automotive dealership. The site was zoned Industrial-1 by Ordinance 66, which is the original zoning ordinance for the Town of Addison that was adopted in 1965. The property has been vacant for approximately 20 years. Several years ago, a small portion of the site was subdivided and sold to a separate owner for a retail development that never occurred. The smaller site is about 1.5 acres and the larger tract is 16.25 acres. There is also a portion of a third tract owned by Oncor in Addison with overhead transmission lines that would be part of this rezoning request. The site had poor access until the Town extended Landmark Boulevard down to this property several years ago. The Town intends for Landmark to be extended east to Dallas Parkway in the future as part of a development on this site.

The property is bounded by the Princeton and Wellington office buildings to the north, Dallas Parkway and the Tollway, in Dallas, to the east; the International Plaza office development to the south, in Farmers Branch; and Oncor utilities and rail road corridor to the west, in Farmers Branch. The adjacent office buildings range from 9-12 stories with mostly structured parking.

Recently, there have been a number of developer inquiries about the site regarding low-density office buildings, limited service hotels, and self-storage. The City Council has directed staff to pursue rezoning these properties in order to require high-density office development consistent with other properties in this area along the Tollway corridor.

Comprehensive Plan: The Town's Comprehensive Plan provides guidance generally for properties along the Tollway and calls out these two properties specifically. In the chapter regarding office uses, it states:

[T]he Town should protect its remaining available Tollway corridor tracts. High-density office buildings are very valuable to the Town because they bring high ad valorem values to the tax base and lots of employees, which drive the retail/restaurant/hotel economy. The Tollway corridor is the only location in Addison that can attract high density office buildings. The Town needs to protect the four remaining sites on the Tollway corridor [...]. There is always pressure on the Town to let developers build what they can finance and build at the moment, but the Town has to think long-term and protect its most valuable land assets. (Page 79-80)

The Comprehensive Plan also conducted a Land Use Analysis for every property in Town. This site falls within Sector Two. The assessment summary states:

The future for this site is uncertain, and the Industrial-1 zoning allows a wide variety of uses. The Town should work with the owner on a Planned Development zoning that would allow flexibility, but protect the Town against Industrial uses being located on this prime piece of property in Addison's high-density office corridor. (Page 208-209)

Proposed Planned Development: In order to preserve this site for high-density office development, staff is proposing to rezone the property to a Planned Development. The proposed Planned Development would mirror many of the Commerical-1 district regulations with a few modifications.

Proposed Uses: The new Planned Development would require that the primary use of the property be for office building(s). Additionally, any use allowed within the Commerical-1 zoning district would be allowed as a secondary use. Hotels, restaurants, and the sale of alcoholic beverages for on-premises consumption in conjunction with a restaurant would also be allowed as secondary uses upon the issuance of a Special Use Permit. Secondary uses could not occupy more than 30% of the floor area for buildings within the development.

Development Standards: The following development standards would apply to buildings on the site:

Building Setbacks. The Planned Development would use the Commerical-1 district standard, which requires a 25-foot setback from the street and has no minimum side or rear yard setbacks.

Height. The Planned Development would establish a minimum building height of 8 stories and a maximum building height of 12 stories. This is consistent with the adjacent office developments. Building height is limited because the site falls under the approach surface for Addison Airport.

Parking: Parking would be required in accordance with the Commerical-1 standards. For office, this would require 1 space per 300 square feet. It is very likely that the market would necessitate that an office developer provide parking far in excess of that. Additionally, there would be a shared parking allowance to permit uses to share parking if a parking study can be provided to show that the parking can be shared without negative impact. This would be reviewed by the Town's Zoning Administrator and could result in fewer parking spaces than required by the ordinance. To ensure efficient use of land,

staff is also proposing that a minimum of 80% of the parking be provided in a structured parking garage as opposed to surface lots.

Exterior Appearance: The Planned Development standards would require that all structures be constructed of 80% masonry, which can include brick, stone, glass and split face concrete masonry units. A maximum of three materials will be permitted per building.

Landscaping: The landscaping on the site would need to comply with the Town's landscaping regulations, including the requirements for 20% site landscaping coverage, perimeter screening, and interior plantings.

Screening of Mechanical Equipment and Service Areas: For this Planned Development, mechanical equipment would be required to be roof mounted and screened from view of all public areas. Loading, service, and trash storage areas will also need to be screened from public areas.

RECOMMENDATION: **APPROVAL**

The Comprehensive Plan directs the Town to protect the remaining sites along the Dallas North Tollway for high-density office buildings. The site's current Industrial-1 zoning designation allows for a wide variety of uses that are not appropriate for this corridor. Additionally, the Industrial-1 district allows for very low-density development, far below what has been developed around this site. The proposed Planned Development requirements would ensure that the property gets used for an office development that is in keeping with the highest and best use of the property and the character of the adjacent properties.



Case 1737-Z/14345 Dallas Parkway
June 21, 2016

COMMISSION FINDINGS:

The Addison Planning and Zoning Commission, meeting in regular session on June 21 2016, voted to recommend approval of an ordinance changing the zoning of approximately 18.2 acres of land located at 14345 Dallas Parkway, from I-1, Industrial-1, to a Planned Development District allowing for office and other commercial uses and establishing development standards including a minimum building height, subject to no conditions.

Voting Aye: Ennis, Griggs, Robbins, Robinson
Voting Nay: Schaeffer, Smith
Absent: Morgan

SPEAKERS AT THE PUBLIC HEARING:

For: none
On: none
Against: Mary Hutchison, Ewing Enterprises LP, Ewing 8, JV, Gail O. Ewing 1996 Trust, 6455 Dallas Parkway, Plano, TX